


No. 3415 第五十四千八第 日五念月十年十紀光 HONGKONG, WEDNESDAY, DECEMBER 10<sup>th</sup>, 1884 玉律值 號十月二十英倫香 [PRICE \$2½ PER MONTH]

SHIPPING.	INFORMATION.	ORIENTAL BANK	PUBLIC AUCTION.	VICTORIA REGATTA.	SECOND INTERNATIONAL
-----------	--------------	---------------	-----------------	-------------------	----------------------

## INTIMATIONS.

  
 HIS (WEDNESDAY) EVENING,  
 the 10th instant, and on  
 S A T U R D A Y,  
 the 13th instant,  
 AFTERNOON PERFORMANCES  
 THIS AFTERNOON,  
 AND SATURDAY,  
 at 8 o'CLOCK  
 GRAND OPENING  
 OF  
 BERTON WILLARD'S  
 ANGLO-AMERICAN  
 MARIONETTES.  
 The Greatest Novelty of the Age.  
 THE WONDROUS MANNINGS,  
 Most Complete and Splendourate  
 LOMAKATONIAN CONGLOMERATE  
 EVER ORGANISED  
 MINIAURE MINSTRELS,  
 (The Acme of Mechanical Ingenuity.)  
 BRILLIANT  
 ENTERTAINMENTS.

INTRODUCING  
AND MAGNIFICENT SCENERY,  
STANDARD AND GORGEOUS COSTUMES,  
PAGEANTRY,  
Side-Splitting Comicalities,  
THE DAZZLING TRANSFORMA-  
TION:  
Fountains and Cascades of  
REAL WATER,  
Gas, Lime, Electric Light and other  
Inimitable Effects  
acknowledged by the English Press to be  
without precedent in the  
ANNALS OF ENTERTAINMENT.

---

are Outside Pictures, Posters and Bills.  
Dress Circle \$2.00.  
Stalls \$1.00.  
Children Half Price.  
Suits and Sables in Uniform Half Price.  
The Management Reserve Right of Admis-

opens open at 8.30, to commence at 9 P.M.  
 at KELLY & WALSH'S  
 Hongkong, 6th December, 1884. [2274]

-NOTICE-

R. CHARLES HEYMANN, Esq., of  
 our Power of Attorney, is authorized  
 to procure.  
 OPPENHEIMER BROS.  
 Hongkong, 10th December, 1884. 2308

REGATTA HOLIDAYS.

Undermentioned Banks will be  
 Closed for the day on FRIDAY and SATUR-  
 day next at Noon, on FRIDAY and SATUR-  
 day next the 12th and 13th instant.

THE CHARTERED MERCHANTS BANK OF  
 INDIA, LONDON AND CHINA,  
 JOHN THURBURN  
 Manager, Hongkong.

THE CHARTERED BANK OF INDIA, AUST-  
 RALIA AND CHINA.  
 T. WHEATHEAD,  
 Acting Manager, Hongkong.

COOPERATION.  
 T. JACKSON, Chief Manager.  
 the COMPTON D'ESCOMTE DE PARIS,  
 C. C. INCHEALD, Acting Agent.  
 the NEW ORIENTAL BANK CORPORATION,  
 J. MELVILLE MATSON, Manager, Hongkong.  
 Hongkong, 16th December, 1884. 2312  
 TE STEAMSHIP.  
 "NINGPO."  
 John W. Potts, will be despatched for the  
 Port TO-MORROW, the 11th instant,  
 noon.  
 Freight or Passage, apply to  
 SIEMSEN & Co.  
 Hongkong, 16th December, 1884. 2311  
 DUGLAS STEAMSHIP COMPANY,  
 LIMITED:  
 FOR SWATOW.  
 The Company's Steamship  
 "FOKJEN."  
 John Harris, will be despatched for the  
 Port on FRIDAY, the 12th instant,  
 daylight.  
 Freight or Passage, apply to  
 the Company's Agents, Messrs.

General Managers. [2310]  
 angkong, 10th December, 1884.

**DO-CHINA STEAM NAVIGATION  
 COMPANY, LIMITED.**

**FOR SHANGHAI.**

Cargo and Passengers at through rates  
 CHEFOO, TIENTSIN, NEWCHWANG, HAN-  
 KOW, and Ports on the Yangtze).  
 The Company's Steamship "

**"FOOKSANG."**

in Hull, will be despatched as above  
 FRIDAY, the 12th inst., at Noon.

Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
 General Managers.  
 angkong, 9th December, 1884. [2306]

**DO-CHINA STEAMSHIP COMPANY.**

**FOR SHANGHAI DIRECT.**

Cargo and Passengers at through rates  
 CHEFOO, NEWCHWANG, TIENTSIN,  
 HAN-KOW, and Ports on the Yangtze).  
 The Company's Steamship  
 &  
**"HECTOR."**

in Hull, will be despatched as above  
 FRIDAY, the 12th inst., at FOUR P.M.

Freight or Passage, apply to  
**MUTTERFIELD & SWIRE, Agents.**  
 angkong, 9th December, 1884. [2305]

**DO-CHINA STEAM NAVIGATION  
 COMPANY, LIMITED.**

R SINGAPORE, PENANG, AND  
 CALCUTTA.  
 & Company's Steamship  
 "A WINGSANG."  
 On St. Croix, will be despatched for the  
 Port of THURSDAY, the 19th inst.,  
 12 P.M.  
 The Steamer has superior First Class Accom-  
 modation specially constructed to meet the  
 wants of tropical climates.  
 Freight or Passage apply to  
 JARDINE, MATHESON & Co.,  
 General Managers.  
 19th December, 1884. [2307]

NOTICE  
 OF AN  
 EXTRAORDINARY GENERAL  
 MEETING OF THE MEMBERS OF THE  
 SINGAPORE CLUB, which was adjourned on  
 the 11th inst. will be summoned on the Chris-  
 tian  
 THIS DAY, the 10th instant, at 4  
 O'CLOCK P.M.  
 The order of the General Committee,  
 EDWARD BEART,  
 Secretary.  
 10th December, 1884. [2253]



## NOTICE.

**A. S. WATSON & CO.**  
FAMILY AND DISPENSARY  
CHEMISTS.

By Appointment to His Excellency the GOVERNOR OF EDINBURGH.

**WHOLESALE AND RETAIL DRUGGISTS**  
PREPARERS,  
PATENT MEDICINE VENDORS.

DEPOSITORS' SUBSIDIARIES.  
And  
EXTRACT WATER MAKERS.

**SHIPS' MEDICINE CHESTS REFITTED**  
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson & Co., or  
**HONGKONG DISPENSARY.**

NOTICE TO CORRESPONDENTS.  
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

## The Daily Press.

HONGKONG, DECEMBER 10th, 1934.

We have reason to believe that it is really intended to despatch vessels from Woussong to raise the blockade of Burma and if possible relieve Keling. It is, however, impossible to say anything like a large fleet such as has been "spotted" in the Shanghai papers, will start on the expedition. We shall indeed be surprised if, at any rate for the present, more than the *Chao Yang* and the *Yang Wei* make the attempt. That these two, however, will start and that very shortly, is as certain as anything can be. We believe that "Admiral" Sengatchi has announced his intention to prove that fast cruisers can beat big ironclads, and that he may not be hampered in his attempt has stipulated that he may put in iron any Chinese naval officers of his board who show any signs of frustrating his plans. The two cruisers were built by Armstrong and are quite new. They are fitted with twin-turrets, steam 16 knots steadily, and are armed with 25-ton breech-loading guns at bow and stern, besides four Armstrong breech-loading 40-pounders. There are three German officers on board each boat, a German doctor on the *Chao Yang* (the flagship) and American engineers, and one or two gunners who have been picked up in Shanghai and go into action on a thousand tons a month. The hope of the Chinese is that these craft, with their speed, the long range of their guns, the swiftness with which they can be maneuvered, and the smallness of the mark they offer, besides their light draught, will be able at any rate to hold their own against the strongest of the French ships, and may possibly sink one or more of them. The crew are picked men, drill and fire well, and there is no doubt about the power of the guns. It is therefore just possible that the Chinese may bring off their coup. Should they do so one good thing will come of it. The French will be awakened to a sense of the task before them and will send out a force sufficient to win the war promptly. Anything that is likely to lead to this result is sure of a hearty approval from the foreign community in China.

One of the Yokohama papers, having anticipated the great Chinese officials for causing the highest falsehoods to be published, day after day, with regard to the results of military and naval operations, a correspondent writes from "China"—rather a vague address—defending the practice of lying with regard to operations of war. In support of this position he quotes from MAO DOUGA's "Theory of War" several passages in which that writer, under the head of "Stratagem," shows how NAPOLEON tried to lead his enemies off the scent. MAO DOUGA defines the object of stratagem as being "to deceive your enemy as to your designs," and says: "If you desire a general action, spread reports of the weakness of your army, and appear to avoid one." The correspondent referred to also quotes from Lord Wolseley's "Soldier's pocket book for field service" the following passage:—"As a nation we are bred up to feel a disgrace even to succeed by falsehood; the word spy conveys something as repulsive as a slave, we will keep hammering along with the conviction that honesty is the best policy, and that truth always wins in the long run. These pretty little sentences do well for a child's copy-book, but the man who acts upon them in war had better sheathe his sword forever." To "deceive the enemy" is no doubt one of the exigencies of war, and no moral obligation can be imputed to the soldier who takes measures to that end. With regard to spies, however, Lord Wolseley's remarks will hardly bear examination. If a man volunteers to enter the enemy's lines and endeavor to bring back news as to his position, strength, and intended movements, so far from being looked upon as repulsive he is justly honored if he returns; if he is caught he must be shot, because of all dangers to be guarded against by a general that nothing from the presence of spies is one of the greatest, but where the spy comes directly from the opposing force, the feeling will which he is regarded as hardly be called that of loathing. The truly detestable spy is the man who gives information against his own country and is not only a spy but a traitor also. It may be necessary to use such men, and in a general semi-civilized country there is usually not much difficulty in finding them, but they can never be regarded with honor. It is necessary for the police to use informers, but the informer is none the less regarded with even greater

aversion than the man he is instrumental in convicting. Between the two classes of spies we have mentioned there is all the difference in the world, and between both a strategy and downright lying there is also a distinction. That the Chinese would be justified in trying by any and every means to deceive the French as to their designs, supposing they intend to fight them, no one will dispute, nor that they should endeavor to keep their own people in good heart and prevent the spread of exaggerated reports as to their reverses. All this may be admitted, and yet, the fact remains that the falsehoods published by the Chinese mandarins are very contemptible and blameworthy. It is not only that they attempt to deceive the French, in which they do not succeed, but that they attempt to deceive their own Government. As the *Japan Mail* says, however, "He must be a very strict moralist indeed who blames a man for telling a falsehood to save his head when that method of avoiding despatch is in common usage," so that it is the general rather than the individual standard of morality that is to be blamed. In civilized countries a commander will gain as much or even more praise for executing a safe retreat from a dangerous and untenable position than for achieving a victory where the odds are in his favor; but the case of a Chinaman is very different. If the exploit of a gunboat, seeing no chance whatever of success in action, manages to save his vessel, when all the others are destroyed, by running her into a position of security, instead of retreating, the thanks of his country he gets a taste of the bamboo. When men are treated in this way, what wonder that they think it no harm to invent lies to save themselves either from merited or undesired disasters. To tell the truth in China is to invite punishment, and lying therefore becomes a necessity. "It is most unfortunate for China," says the *Japan Mail*, "that the relations between the Sovereign and his servants should be of such a character, but there is no warrant for charging the whole nation with untruthfulness because its officials are obliged to practice deceit or go to the scaffold." Where such an obligation exists, we, on the other hand, are afraid there is little warrant for the hope that the whole nation is not contaminated; and where there is no mutual confidence between officers and men, and between the Government and the people, there is little chance of success in war. At Fochow last the crews of the gunboats deserted, and seeing the other ships, the complete hopelessness of the struggle, they cannot be blamed very much for not remaining to fight certain death. And would not the same thing happen in any future event of a similar kind? There are exceptions to the general rule. Two Tamsu-tang is reported to be an honest man and one who has shown some sense of honor upon the occasion. There are more Chinese than Tamsu, however, and we fear the Celestial Empire can place but little reliance either on the army or its fleet. Where lying is prevalent distrust must abound, and distrust is fatal to any fight. The Chinese soldiers and sailors will fight, and fight well, when they have officers in whom they can place reliance, but unfortunately for the country it has very few officers of this description.

We hear that the Marquis Tseng, Ambassador to England, has been appointed Vice-President of the Board of War, and will shortly return to China to take up the post.

A correspondent sends us the following conundrum:—"What British possession ought to stand in the highest social relation to the Mother Country?" *Per/for* India.

The French Government transport *Vincennes*, Captain de Lamoignon, with 400 men, from Saigon and Tonkin, arrived at Singapore on the 26th ultimo, and was to resume her voyage the next day after coaling.

The Tokyo *Jiji Shimpō* says that of 3,837 persons who presented themselves at the Japanese Immigration Office at Kobe on the 26th ultimo, 17 have been found qualified to undergo examination.

Two more car accidents for 1934 have come to hand. One is issued by the Guardian Fire and Life Assurance Company, a very tasteful production, and the other by the Norwich Union Fire Insurance Society, which were forwarded to the local agents, Messrs. Birly, Dalrymple & Co.

Prince Oscar of Sweden arrived off the Bangkok coast on the 26th ultimo, with 400 men from the Siamese man-of-war *Siam Suphannavarit*. His Majesty the King of Siam sent down his yacht *Phra Prachin*, Captain Riebell, in which the Prince and his suite were received with the honors due to a royal guest.

It may be pure accident, but our more we cannot help noticing how every ill wind that blows brings some ill to Russia only good. Now that China is seriously embroiled with France, it is a discovery that Russia has been encouraged to migrate from Russia into China, and that unless the Chinese authorities change their attitude "a more serious state of affairs will ensue."—*Globe*.

A disastrous fire has occurred at the village of Chuen Chuen, Shun Tak district, about twenty miles from Canton. It broke out about 6 a.m. on the 27th inst., spread with great rapidity, and burnt itself out about two o'clock the following morning. More than 200 shops were destroyed, and great loss caused. It is not known at present whether the disaster was attended by any fatalities, and the origin of the fire is also unknown.

Private advice from Batavia informs us that the ship *Albatross*, most extensively interested in the Sugar Trade there, have been compelled to suspend payment. These failures have been brought about, of course, by the enormous fall in Sugar, which has come down from \$155 to \$98 per cwt. The amount involved in these failures will have not been heard, but it is believed to be something very extensive.—*Penny Gazette*.

Return of Visitors to the City Hall Museum for the week ending December 7th, 1934:—

yesterday that the *Agamemnon* was ordered to the China seas. What he could tell the House, but asked for time to find out whether the *Agamemnon* was incapable of steering, and would require extensive alterations before she could go to sea. To order one to the China seas, where a strong reinforcement of our naval power has long been sadly without first taking the trouble to find out that one could go or not, is one of the most marvellous to the present Ministry."







